low at the time and I got on deck just as quickly as I could. As near as I can figure it, there were a hundred men abcard the ship most of them on deck, when I went on deck. Fearing to stay aboard any longer and seeing no chance of being taken off by a tug I jumped overboard. While I was in the water I saw two or three more of the crew jump, but that was

"It was while I was in the water that the ship appeared to be on fire through the entire length of the hold. I could hear the men crying for help and crying for some one to save them. I don't believe that many got out after I left, and. sixty at the least, I should say, will be found in

Albert Zimmerman, ship's carpenter of the Main, went aboard her shortly after the fire on Pier 3 was discovered to warn his shipmates of their danger. He told a Sun reporter that many of the crew were asleep and he had difficulty in rousing them. Zimmerman was very much excited while telling his story. He said:

"I believe that nearly everybody aboard the ship except the head cook, the steward and one of the four stewardesses and myself were either burned or drowned. The probabilities are that they were burned. I base my belief on the fact that I staid aboard the ship just as long as, I think, any human being could have stayed, and then jumped from her to a lighter, which was also afire, and from the lighter I was taken off

"The head cook, the steward and the stew ardess jumped about the same time I did and we remained on the lighter long enough to see if anybody else got off. We had hardly been taken aboard the tug when the ship was burn ing from one end to the other. I am sure that ody got off who didn't leave when we did, and I didn't see anybody else leave at that

POUGHT FOR LIFE LINES.

As the Saale was being towed out into the stream it was seen that twenty or thirty men were clinging to her rudder post and as much of her rudder as was out of water. The captain of the tug Nettie Tice saw the perilous position of these men and at once made for the Saale. The men on the Tice succeeded in passing lines and pikes to several of those clinging to the stern of the liner, but no sooner had a line been thrown or a pike been cast than the men, with one free hand, fought for it. In this way they lost the hold with the other hand and, according to one of the men on the Tice, over half of them fell into the water. Whether or not any of these men were picked up will not be known until corrected lists of the crews are

SAW TWO WOMEN AND A CHILD DIE.

Nearly every lighter and canal boat which was tied to or in the immediate vicinity of the burning piers caught fire. Many men and women were rescued from these canal boats and lighters, but many others were lost. On one of the canal boats which had been tied up at Pier 3 one woman was evidently paralyzed with fear. The boat was loaded with jute or some other inflammable material, and it was soon a mass of flames. Those standing in the yard back of the pier could plainly see the woman standing there, uttering not a sound and staring into space. Suddenly the deck upon which she was standing gave way, flames burst up from below, and into these the woman fell, giving one wild shrick as she disappeared. Near this canalboat was the scow Westernland. On this were a woman and a young child. The soow was loaded with cotton and the cotton was afire. Just as the scow drifted away from the pier the woman caught up the child in her arms and jumped overboard, disappearing beneath the surface of of the river. As she disappeared a tug passed over the place and those who were watching for the woman's reappearance failed to see her

TI AND IN VAIN TO SAVE THEM

Henry Leshman of 155 Second street, Hoboken, a painter employed by the North German Lloyd Company on the Bremen, told of the loss of a woman and two children whom he tried in vain to save. Leshman went aboard the Bremen just before she caught fire. On the deck of the steamer were a woman and two little boys. As the liner move out into the stream Leshman made fast a line to the stern of the vessel, told the two boys to cling to his neck and he would save them. When the boys had made themselves fast to Leshman he let himself over the side of the steamer. The tug E. A. Stevens was coming an the river and Leshman hailedit. The painter says he saw the tug making for him and he hoped to be able to drop the boys aboard her d then go back for their mother. Just before the tug got within speaking dis-

tance the little fellows lost their hold and fell into the river. When the mother saw her boys disappear she gave a despairing cry and leaped from the deck of the Bremen herself. Leshman is quite sure that neither the woman nor the children were picked up.

HARD STORY ABOUT A TUG CAPTAIN.

C. Kericke, A. Teedjen, G. Eildermann and Perdinand Palmer were rescued from the Bremen. After they were brought ashore they made a serious charge against the captain of the tug Dandy. They said that bey stood on the deck of the burning teamer when the Dandy came alongside and y started to jump aboard her. The captain he tug and two or three men stood on deck and relied: "Have you got any money?" The men wald they told him they had no money, but wanted to be saved. They said that the captain of the tug then shouted back that there was not any room aboard his boat for them and the Dandy put off. The men were finally taken off by another tug. SAALE RUN ASHORE.

About 6 o'clock last evening it was determined that the only thing to do with the Saale was to run her ashore and endeavor to save her hull if nothing more. Accordingly she was towed down to the Jerrey flats south of Liberty Island and run shore where she was left for the fire in her to burn itself out. The Saale was taking on a miscellaneous cargo when the fire started and was going to sail for Boston yesterday afternoon to take on a party of the Christian Endeavor Association who were going abroad.

HOSE CARRIAGE AND HORSE BURNED.

As showing the rapidity with which the fire travelled, the fate of hose carriage No. 5 and the horse which drew it may be instanced. This hose carriage was one of the first to reach the reene of the fire and was driven down on Pier 2. It had been there but a few moments when the shore end of the pier was a mass of flames, and it seemed to be impossible to get out the carriage or the horse. The metal work of the carriage and the carcass of the horse could be seen an hour or two afterward amid the ruins of the

HELP FROM JERSEY CITY.

About 8 o'clock last evening, when Camptell's stores were burning flercely, it was feared that the fire would spread to the buildhigs across the street, thus making possible a conflagration in Hoboken proper. To guard against any such possibility assistance from Jersey City was asked. Two engines and Chief John Conway responded. Just after the Jersey City engines arrived a house directly opposite Campbell's stores caught fire. Chief Conway had streams playing on that house in short order and before any material damage

As to the total loss caused by the fire, only mofficial estimates could be obtained last night. Supt. Moller of the North German Lloyd piers, was quoted as saying that the loss to pier property alone was over \$1,000,000, and that he did not hesitate to place the total loss, including the loss of the steamers, at very close

As the police boat Patrol was out of commission, Capt. Smith of the harbor squad accepted the offer of the tug Mutual for police duty. Capt. Roberts, who was in charge of the Mutual, had previously taken part in rescuing fremen and stokers from the Saale. Similar work was done by the tugs Emma J. Kennedy and Coney Island. The crews of theseithree tugs

succeeded in saving thirty-seven lives. The thirty-seven were stokers and firemen who had stuck to their posts aboard the Saale until they could stick no longer. Some of them dived overboard and when picked up by the tugs they were found to be severely burned. All were landed in this city at Pier A and taken to the Hudson street hospital. As soon as each tug rescued five or six persons it steamed for the Battery.

TWO BODIES BROUGHT ASHORE.

At 9 o'clock the tug Mutual arrived at Pier A with two charred bodies. One was that of a woman. The hodies were placed on a stretcher and carried into the Pier A police station. Capt. Roberts reported that eight cottonaden lighters ad been allowed to drift on the

Jersey flats. Some of them were smould ring.

ad sunk after burning to the water's edge. "The Saale is over there burning on the flat ... said the oaptain. "When we left her just now we couldn't see a living person aboard of her. The crew had made a big hole in her and at least forty persons were drowned in her while the fire raged over their heads.

DROWNED WITH HER BABY.

"I saw one woman holding a baby in her arms trying to keep the flames away from the child. She held the end of a small hose in her hand. It was evidently attached to one of the ship's fire apparatus and she was moving a stream of water all around the child's head We could not rescue her. We knew that she would drown with the child in a minute or two, and she did, with the flames over her.

THE DEAD ON THE SAALE.

"There must be at least forty dead bodies on the Saale, probably more than sixty. We tried to take some of them off, but couldn't get near enough to the ship. We saw several bodies floating in the water close to her hull, but the heat

was too intense to try to get at them. "The men we took off alive said that there was no way of telling how many lives had been lost on the Saale. One man said the number would reach a hundred and another said the number was about fifty. The poor fellows who were rescued scarcely knew what they were saying. One man was requed while he was in a sitting position. The flesh was peeling from his face and erms and when we brought him ashore he was still in that resition, as he was unable to straighten out his limbs.

'A man in rowboat picked up six men from the water, and we saw a tug going to his aid while he was rowing toward the Jersey shore.'

CORONER'S ESTIMATE OF THE DEAD. Coroner Hoffman of Hoboken, who was on the scene early, said last night at 10 o'clock that he thought a conservative estimate of the loss of life was 150 persons.

"We have not yet begun to recover bodies. he said, "simply because we are unable to get at the places where we expect to find them. I think dozens of persons lost their lives by drowning alone. Many bodies will be found. I think, lodged underneath the smouldering

"Dozens of creditable peorle who were on the spot soon after the fire started tell me they saw many persons swim under Piers 1 and 2. These two piers were soon swept by flame, and undoubtedly perished. Then again there were many men working on the lighters tied up near the steamers, and I understand some of them have not been accounted for.

SEARCH FOR DEAD TO-DAY.

"The work of searching for the bodies will begin to-morrow in earnest. By that time I expect the fire will have spent itself and the work of really getting at the loss of life can be begun. I have been officially informed that the hospital surgeons and the city physicians have treated over seventy-five persons who were suffering from cuts and burns. No record of them was made; most, being longshoremen, went to their home

BODIES IN HOBOKEN.

There are two bodies in Hoboken. One is that a woman which has not as yet been identified. The woman was about 40 years old and she wore a black dress with white polks dots. She was seen to jump from a lighter loaded with cotton that was lying near Pier 3. The crew of they sent the boat in her direction and soon lifted her from the water. She was already dead, however. The body was taken to Coroner

The other body at the morgue was found in the water near Pier 3. It was badly burned. but was later identified by a longshoreman as Karl Schumacher, a longshoreman who had been working on that pier. The man who did the identifying did not know Schumacher's

address or whether or not be had a family The Hoboken police were notified by the Jersey City police about 11 o'clock that a body had been recovered from the river and had been sent to Speer's morgue.

An agent of the Home Fire Insurance Company said last night that the loss on the gave up her tow in the North River and got the Campbell stores would be about \$1,000,000 and on the piers and their contents between \$2,000,000 and \$3,000,000.

FATE OF SHIP VISITORS IN DOUBT.

It was impossible last night for the officers of the steamship company to make any close estimate of the number of persons killed and injured. One the earliest reports was that there were 200 visitors, men and women, on the Kaiser Wilhelm der Grosse, and that many of them had jumped to the pier in their effort to get to the street and had perished. This was denied later in the evening by the steamship men, who were confident that everybody on the Kaiser Wibelm der Grösse was saved. They were not so sure about the visitors aboard the other ships, and it was feared that many of the sightseers on the Saale, Main and Bremen had shared the fate of the sailors and longshoremen.

The Hoboken police estimate of the dead was 200. An agent of a railroad company, whose duty it is to meet parsengers on the incoming ships of the several German lines at Hoboker hald that the figure was none too large. That was also the opinion in all of the sailors' boarding houses, music balls and beer tunnels along River street. All of those places were crowded last night with the people who went over from this city to see the fire, but the proprietors said that many of the men who were their usual patrons were dead. They reasoned that the sailors and longshoremen must be dead be-

Dr. C. A. Peterson, physician for one of the sailors' beneficiary organiz tions, who worked all the afternoon and all night over the injured. said that at least two hundred had been either drowned or burned to death.

There was a big fleet of rowboats in the rive last night manned by the life savers from different bathing pavilions and the oarsmen of half a dozen Hoboken rowing clubs, but they could not row in near enough to the burning piers to do any effective work in searching for

AMONG THE DRIFTING FIRES.

Seventeen Undaunted German Stokers Still Imprisoned Between the Decks of the Bremen-Food and Water Given to Them -Gallant Acts of Rescue fon Every Hand Every propeller with a line of hose that be serviceable in extinguishing fire headed for Hoboken when her pilot saw the smoke-crowned torch that shot up 500 feet in air and was wafted on the strong breeze across Manhattan. Travellers be ferryboat on the North River never dreamed that there were so many big and little tugs in this harbor.

The four big North German Lloyd liners that were in dock had already begun to drift out, members of their crews having, under instructions from their officers, cut their steel mooring hawsers. The single screw Saale, which had passed successfully through many sea crapes including a collision with an iceberg years ago. was among the last to get out. The strong ebb tide, helped by the stiff wind, sent her down and across stream. Among the venturesome | not because of fear, however. It was merely

ittle propellers that got lines on to her were the tues America, E. M. Millard and Lewis Pulver. They were merely a few of the great fleet of tugs that eventually surrounded her, pumping with all their might what appeared to be small and ineffective streams upon her blazing super

HOW THE BURNING SAALE LOOKED. THE SUN'S despatch boat, that started up rom the Battery when the tug fleet began to haul the Saale down intending to beach her on the Jersey flats, found flame spreading from nearly every ventilator aft, amidships and forward and her once yellow funnels burned black, her two pole masts nearly burned away. There was no possibility of there being any life aboard her. She was a veritable floating furnace. Every port and deadlight glowed and the paint peeled off as if it were beads of sweat from the All had been abandoned by their crews. One warping steel plates of her hull. It was then about twenty minutes after 5 and there were at

least fifty tugs surrounding the doomed liner. THE BLAZING LIGHTERS.

Five lighters and barges, all burning flercely, were being towed down stream within a mile or less of the Saale. A cotton lighter, piled high with bales, was at that time off Communipaw blazing like a torch with the tugs Beach and Wright endeavoring to beach her. Another barge, apparently laden with machinery and general merchandise, was headed in toward Communipaw to-day by two New York Central tugs. A coal barge that had been abandoned was drifting up stream off Liberty street. but Hereford washadly bruised and was taken to a hospital. The tug also rescued Fourth Engineer George Ettling of the Bramen and Third Engineer Wolvitz. Ettling was burned about the left side of the head and his left arm, which was bandaged by the captain of the tug. Et-

She was merely smouldering. There was nothing in her worth salving, and that was the reason the tugboat men left her alone. A lumber barge still ablaze was beached off Commu nipaw.

tling said:

The Saale, according to the experts on th river craft that surrounded her, was practically wreck. It was conjectured that there proba bly was not a bit of inflammable stuff aboard he which had not been consumed.

A FRAME OF BLISTERED STEEL. THE SUN'S tug got alongside the Bremen be fore she had been two hours out of dock. She had been ablaze fore and aft and amidships and her superstructure was a mere framework of blistered steel. The German ensign which had floated from her taffrail flag-taff when she was cut adrift from her pier had been burned to two thin shreds, which still flew stiffly in the sharp breeze. All the woodwork of her lifeboats on the hurricane deck had been burned way and much of the metal of the boats melted. They were mere corrugated shells of metal.

The first tug that put toward the Bremen as she dritted out from her pier was the Theresa Verdon, Capt. G. W. De Lamater. Capt. De amater says that when he got within hailing distance of the Bremen he saw thirty or forty men on her decks. Nearly all of them leaped into the water. There were at least, he declares, fifty or sixty persons floundering about the heads of the burning piers. He and his grew say that they heard the voices of many men apparently imprisoned under the pilings houting for help.

The Verdon's men after the tug had run up close to the port bow of the Bremen managed to get hold of one of the steel hawsers. They made tfast to the after bits of the Verdon and made an down stream and away from the New York shore, toward which the stiff was driving her. rally the power of the little tug against the trenendous momentum of a great steamship with a blast working on her immense freeboad was not effective, and instead of towing the Bremen the ambitious little propeller was bauled along

Before taking hold of the Bremen Cant De Lamater did a little life saving. He ploked up Paul Kleinschmidt, who calls himself a second steam cook and Max Hereford, a pantrymas of the steamship Maine. They had jumped overboard from that vessel just after the flames from the burning piers "There were at least thirty men in the com partment with me and I don't believe that more than fifteen got out. There were only four with

me when I jumped into the river. I cannot swim, so I picked up a ladder and held it above my head as I jumped." The ladder and the third engineer were hauled aboard the tug together. Ettling said

that the reason he was burned was because he determined to reach the deck notwithstanding the fact that he was forced to run up a blazing

companionway. FIGHT POR THE BREMEN. One of the first of the big tugs to make fast to the Bremen was the Morgan Line fire fighter El Amigo, Capt. Richard L. Randolph. She Bremen just as the burning ship was about to in against the People's Line pier. drift with him a line from the tug. He hauled a hawser aboard with this line and made it fast to the Bremen. Other tugs had also got lines on the ship and began towing her up stream stern foremost. The Verdon found herself being dragged up stream by her steel hawser connection, she having a bow line on the Bremen. One of the stern bits gave way and the taffrail of the Verdon almost went under. Her mat got an axe, and to prevent the tug swamping slashed away at the steel hawser until it parted. He kept his end of it aboard to show that he had done something toward saving the ship. Within half an hour after the Verdon got hold there were at least

twenty-five tugs pressing their hempfendered noses against the ship's sides or hauling her with steel and manila lines from stem and bows. She made little progress against the ebb tide and the strong wind and before she had crept slowly as canal boat back to a spot opposite the scene of the fire it was nearly 8 o'clock. Meanwhile all the puffing fleet of little glants and the sturdy tig professional wrecking steamer I. J. Merritt, Capt. David A. Walcott, had at least fifty streams playing on the ship through broken deadlights, ports and hatches.

BRAVE MEN IN THE BURNING VESSEL. Nobody who saw the burning ship from a distance supposed that there could be any life aboard, as see appeared from that point of view to be literally enveloped in flame and smoke. But there wer seventeen fearless Germans in an engineer's compartment on the starboard side nearly amidships. Capt. Walcott of the Merritt was among the first who observed that there was still some one living below decks. The strange thing to him was that the seventeen men did not appear to consider their situation so serious as did the men aboard the tugs who looked at them. Two of them appeared at intervals of about a minute at two port holes, apparently for a breath of fresh air. They spoke only broken English in response to inquiries from the men abourd the tugs, and said, in substance, that

hey were unable to reach the deck or safety because there was fire in al. passage forward and aft of them. As the deck above them was ablaze they could not get out in that direction. They took heir perilous situation with philosophy, s ending their im-prisonment, which may last until early this morning operating the bilge pumps. There was no fire below them but the heat of the furnace above forced them, to come frequently to the port holes for relief. They would not even duck under the concentrated showers of several streams directed gainst the sides of the ship to keep down the heat. It was impossible for them toget heir bodies through the port holes, which were hardly large enough to admit their heads. It was apparent that they all belonged to the engineer's department, as all their faces were grimy and their hands and arms were

POOD FOR THE PRISONERS. They got at last some what distres ed. It was

black with soot and greas.

hunger and thirst, possibly coupled with the intense heat of their prison. A SUN reporter, who went alongside, boarding the tugboat Robert White to do so, was told in response to the inquiry, "Can't you make your way out?" "No, we are hungry and thirsty. Please give

us something to eat." A. J. Baladan, the owner of the White, communicated the wish of the Bremen's survivor to Capt. Walcott of the Merritt. Capt. Walcott immediately went to his steward and got a big di hpan of sea biscuit and meat, also a demijohn of water. The dishpan and demijohn were bent on a heaving line, and one end of i was thrown toward one of the port holes. A sooty arm protruded, palm up, and gras ed the line, hauling the supplie- close up against the port hole. Then the arm began to dive into the dishpan as if the owner of the arm had never had a square meal in his life. He threw the sea b'scuit back of him, and his shir mates got rid of it in a hurry.

PIRE PIGHTERS OUTSIDE AND IN.

While this was going on the Bremen was slowly going up stream, being hauled and pushed by the attendant fleet. The men of the Merritt under the direction of Cart. Harry They had six streems | ouring into the sh p. Vying with them was the Morgan Line fire tug El Amigo. Superintendent Burdick of the Morgan Line directed the work of the men on the El Amigo. He said at 8 o'clock, when the Bremen was approaching the neighborhood of Weehawken, that the fire would soon be under control and that then there would be no trouble what-ver in getting out the men imprisoned on the starboard side below the burning portion of the ship.

The Bremen, when THE SUN boat left her, had heavy list to port and there was still considerable fire on her main deck on that side. The pumps, under the management of the seventeen gallant Germans, were still going and doing splendid work, as was evidenced by the two heavy streams forced up from the bilges. It was essential that they should keep those pumps going, otherwise the influx of the river through fifty or more nozzles might have sent them and the ship to the bottom of the river.

THE RAISER'S CLOSE SHAVE.

The Kaiser Wilhelm der Grosse was the first big ship out of her pier. Capt. John Gannon of the tugboat W. F. Halzell declares that his craft was the first tug to get a line aboard the record holder. He says that when he headed toward Hoboken all the North German Lloyd piers were in flames. He says they seem to have been overwhelmed with smoke and fire within five minutes and that there was a general fight from the ships. He alone picked up seventy men and he says that he and members of his crew saw at least a score drowned. There appeared to be more than two hundred around the Kaiser Wilhelm der Grosse. Three of the men that he rescued were badly hurt and were sent to the hospital after being landed at New York. The tugboat Admiral Dewey made an effort to take three men who were hanging from chains at the stern of the Kaiser. One of them succeeded in getting to the Dewey and the other two were

The Kaiser caught fire on the starboard bow Some of her starboard lifeboats were ruined and much of the paint blistered on her staroard side. None of her interior was damaged. She was towed up the river and anchored off Fifty-fourth street. Her agent, Gustav H. Schwab, says that she will be ready to sail on hedule on Tuesday from the Cunard Line pier

MANY CHANCES FOR GALLANT MEN.

Paul Teifel, a steward on the Kaiser Wilhelm der Groese, was one of fifteen from that ship taken aboard tugs that happened to be in the neighborhood. He said that he believed that a dozen or more of his shipmates perished. He swam to one of the burning piers. hoping that he might be able to reach the street. He ran along the pier and got on board a cotton barge. A moment later the barge was all a mass of fire and he was forced t plunge into the water again. He said he did not remember the name of the tug that picked him up, but he finally found himself on board

the Admiral Dewey. Capt. E. P. Allen of the tug D. G. Berwind one woman from a burning cotton barge. She was probably the wife of the skipper of the barge. She stood near the cabin on the deck, pouring water from a barrel on the heads and odies of her two children. The Berwind went alongside the barge and one of the tug's deck hands at the peril of his life helped the woman and children to the Berwird.

The Pennsylvania towboat Columbia had a gallant man aboard, who, when he saw a woman in a small boat, which rossibly had put out from one of the burning barges or lighters, thrown into the water by the capsizing of the boat, jumred overboard and held her up until the crew of his own craft hauled him and the woman to safety. A lighter with sails which had been tied up near one of the piers got under way just in time to miss destruction, and under the influence of the Nick Lawson, one of the crew of the strong wind headed for New Yorki Before she El Amigo, climbed aboard the Bremen, taking started she had picked up or there had climbed aboard her nearly one hundred persons belonging to the destroyed liners.

BURNING OF THE MAIN.

One of Her Officers Thinks Thirty Men Died on Her.

The rapidity with which the flames spread is shown by the futile efforts made by the officers and crew of the steamer Main to cast off the misstream. Capt. Petermenn was ashore and the officer; and crew of 160 men were in charge of Chief Officer Funletten Peterson. The ship was booked to sail Tuesday and had half t cargo of cotton and grain aboard.

Chief Officer Peterson with Third Officer Ibebeken and Fourth Officer Mette were conversing on the upper deck when the alarm was given. Half the crew were below decks and the rest were helping load the vessel. All hands were called on deck and ordered to let go the hawsers. Before this command could be obeyed the flames shot from under Pier 1 and completely surrounded the vessel. The pier was a mass of flame instantly. Escape this way was cut off and the officers and crew, or as many of then as were on deck, jumped overboard. Chief Officer Peterson made heroic efforts to get all hands off the ship, and was one of the last men to jump overboard. He was severely burned about the hands and face.

Third Officer Ibebeken said last night that he was sure about thirty of the crew were lost. "The fire came so quickly," he said, "that many of the men below were unable to get to the decks. As flear as we can tell. 130 officers and men are safe. None the officers was lost, although several them had hair-breath escapes. Some of the men were pick dup by tigs and rowboats. Most of us swam up stream and got ashor without any belp. The crew were scattered all over the city and it is impossible to tell to-night what our actual loss of life will amount to. So far about 130 of the crew have been accounted for. Many of our men were severely burned about the hands."

The Main will be a total loss. All efforts to save the ship were award ned when the fire spread the length of the pier at which it was moored. The ship was still affoat at 10 o'clock and burning firreely. The loss on the vessel and cargo is estimated at \$1,000,000.

WORST FEARS FOR THE SAALE. So Far as Mr. Schwab and Mr. Brown Could Learn. She Lost the Mest Men.

Vernon H. Brown, agent of the Cunard Line.

the river to the Kaiser W.lh lm der Grosse, which was then at anchor off Fiftieth street. "The vessel had suffered no injury worth speaking of," he said later in the evening to a Sun reporter, "and there will be nothing in the way of her sailing in regular time on Tuesday. No one was killed on board the Kaiser Wilas far as I could find out. The Main is a total loss. The Bremen and the Saale both seem to be total losses. It is very difficult to form any kind of estimation with regard to the loss of life. I fear, however, that it was very great on the Saale, while, on the other hand, there is reason to believe that comparatively few on the other two boats per-

75 DEAD IN THE SAALE?

Forty-five of Them Said to Have Been Alive Till Her Stern Sank-17 Taken From Main. Capt. C. H. Thell of the tugboat Standard said last night that he was close to the Saale between 6 and 7 o'clock. When that ve sel had been put ashore the Champion, another tug. succeeded in getting alongside of the Saale and a man put his head out of the port holes and asked for a drink of water, which the crew of the Champion succeeded in handing over to

The man said that there were then thirty persons dead in the after cabin, while forty-five still living were imprisoned in the vessel. The crews of the two tugs did their utmost to relieve these men but failed. About an hour later the stern of the Saale sank under water and every one of those forty-five prisoners must have been drowned. About midnight Capt. Theil was with his tug

alongside the Main, which had been lying in the dock throughout the fire. The deck of the vessel was practically melted down and the sides were still red hot to within eight feet of the water line. At that time seventeen men who had been imprisoned in the starboard coal bunkers while the fire was raging above and around them succeeded in unscrewing an 18-inch square door in the side of the vessel which had been fastened with bolts on the inside. The men, who were barely alive, crawled out one by one and were taken on board the tueboat E. L. Stevens, Capt. John Gilkelson. Capt. Gilkelson took the rescued men to Hoboken and landed them at the Hamburg pier at 12:30 A. M. The Stevens had the Main in tow. The men, who were mostly firemen, were confined in the hold of the Main for several hours before being rescued.

The Aller, laden with fireworks and other ex-

plosives, left Pier 2 yesterday morning. Gustav H. Schwab, agent of the North German Lloyd, said at 1 o'clock this morning that he had received no confirmation of the reported great loss of life on the Saale. No tugboat captains had brought such reports to him and he had no means of knowing whether they were

ESCAPE FROM THE SAALE'S HOLD. Forty-five Men Were Penned There, but Fire

men Chopped Out Some of Them. Frederick Dusedan, a machinist on the Saale, elated through an interpreter at Bellevue Hospital last night how some of those in the boller room of the steamer had escaped:

"There were forty-five of us at work." he said, "when we discovered that the vessel was on fire. Some were sto ers, ome coal passers, some offers and some engineers. No one sent us word of our danger, and the first we knew of the fire was when the smoke began to pour into the stoke room. Then the lights went out. We grored our way to the machinery and climbe it until we reached the second tier. Then we found that we could not live, so thick was the moke there, and we all climbed down again. The men who had been at work on the second tier climbed down with us, thus in reasing our

climbed down with us, thus in manber.

"We knew that our only chance was to get to another hatchway, so we crawled on our beilies under the machinery. We went forward until we could stand upright. The smoke kept getting worse all the time and the sparks were beginning to come down in showers, too. We ran about, but there was no escape. Then the water that was being poured on the boat from the fire boats and the engines began to pour down on us. We were soon waist deep in the water and we saw that we were going to be water and we saw that we were going to be down on us. We were soon waist deep in the water and we saw that we were going to be drowned like rats in a trap Suddenly one of the men saw a small pumps ation that is on the port side. Thirty of us managed to reach it, climbing up on each other's shoulders and then pulling up the men that had helped us. Ordinarily fifteen men would find it difficult to stand on the top of that pump station, but thirty of us managed to cling on, somehow. We were on each other's shoulders there and were clinging to the sides. There was a similar pump station en the starboard side, but I don't know if any of the others got on that, as it was too smoky to see across the ship.

"The Italians lost their heads. They fought with each other. Thry pulled their hair and bit their fingers and screamed. Then they prayed. The irest of us all thought that our time had come, and we were all praying. Suddenly there was a sound of ch' pping over our heads. It was like a look in at heaven when the first axe came through and we could see light. The firemen chopped several big holes and let down ropes and rulled us ur. I bet there is an awful lot of dead in that hold."

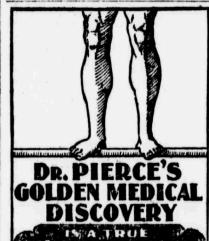
Louis Meistel, a sailor of the Main, was on the lower deck when the fire began and was half stifled by smoke before he reached the main deck. He jumped overboard and was one of those rescued by catching a rope end thrown out from a tug. He said to a reporter, with expressive gestures: "Ah, but there were many go down. I feel hands everywhere catching at me. They catch my feet and my shirt in the water."

John Hellman, a stalwart German, said he was assistant steward on the Main. He was in the cobin when the smoke filled the ship below decks. He jumped into the water and was rescued with Meistal. Hellman said that there must have been many below decks who perished.

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Arthur Zimmerman, an oiler on the Saale, climbed through the machinery to make his way to the stoke hold where there were forty odd other men, coal passers, stokers and laborers. The machinery and metal work past which he climbed to the lower hold was so hot that it blistered his hands. About fifteen men of those gathered in the after hold went forward, he said and he did not know whether they escaped or not.

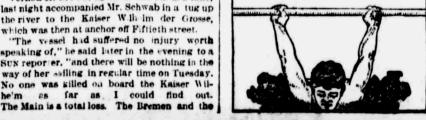


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MUSCLE MAKING

MEDICINE

"I wish to express my thanks to you for your wonderful medicine," writes Mr. Geo. Logan Dogget, of Piedmont, Greenville Co., S. C., Box 167. "I was almost past work suffering so much from chronic catarrh and indigestion. Your 'Golden Medical Discovery' was recommended. I used it for three months, and was completely cured of indigestion and greatly relieved of catarrh."



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MUCH has been written about the Pianola. It should be heard. Prejudice against automatic musical instrument has been put aside and the Acolina (an organ) and the Pianola (a piano-player) have been singled out and endorsed by the world's greatest musiciaris.

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The Pianola is an instrument by means of which any one can play the piano. It is increasing the repeater of amateur and professional planes by making the entire intenture of the piano instantly available without study and fithout practice. The Pianola looks like a small cabinet. covered finners that rest on the keys of the p by pneumatic power, strike the keys with a pl remarkably sympathetic touch that is almost of the human fingers. When not in use the Pia rolled away from the plane and moved to anothe

The AEOUIAN CO.,

18 W. 23d St., N.Y.

Purser Brummer Thinks Capt. Mirow I His Life-Lifeboat Upsets. Purser Brummer of the Saale said last night:
"At the time that the fire was first discovered there were a great many visitors on board the Saale. The majority of these visitors were women. We did not realize how fastishe fire was coming, but even then we saw that to escape the flames we would have to get away by means of a boat. We started to lower a lifeboat, containing twenty persons. The fire was so hot that we could not handle the ropes right and the boat tipped at one end so badiy that everybody was spilled into the water except

CONFUSION ON THE SAALE.

everybody was spilled into the water except myself. I have no doubt that a number of these were drowned. I slid down the brat and swam to shore. I was pulled up on the pier of the Hamburg-American Line.

"I am positive that Capt. Mirow of the Saale was lest in the flames and I believe that fully fifty others perished on that boat alone. Capt. Nierich of the Bremen was not aboard his vessel. He was scending the day at Coney Island and I have not seen him since the fire.

"The Saale should have salledearly in the day with a lot of Christian E deavor people for Boston, but because she had not got her cargo on board, the sailing was delayed."

Jensenius Mikkelsen, a sallor of the Saale, said last night that when the cry of "Firel" came everything became confused on hoard the Saale. He declared that no attempt was nade to preserve discipine, but that everybody ran around shouting contradictory orders, and that a number of the sailors, himself among the number, seeing that there was going to be great loss of life, jumped overboard and got safely to shore. Alphonse Urbanka, one of the sailors of the Main, declar d that a similar state of affairs took place on board that vessel.

FORTY-FIVE MEN CUT OFF.

North German Lloyd Clerk Doesn't Know

Whether They Escaped or Not. William Nothnael, one of the North German Lloyd clerks, told this story of the disaster: "The fire started on the pier which we generally refer to as the Italian pier. I had gone down the pier to call about seventy-five longshoremen to have them come to the office and get their pay. Before I reached the workmen I saw the smoke and then the flame. I velled for them to come off the pier with me and then

rushed off to give the alarm. "So quickly did the flames spread that only follow me safely. The other forty-five have sailed next Tuesday from here for the Y. P. S. they must have jumped overboard and been picked up by tugs.

"I gave the alarm and notified Inspector Moller, who was in charge of all the Bremen docks, and then with the other clerks tried to save some of the books and what money there was in the offices on Pier 2. We got only part

lives." The money saved from Pier 2 amounted to \$7,500, mostly in gold. It was taken to the Hoboken Post Office.

CUT OFF ON PIER 9.

Longshoremen Go Into the River by Dozen -Little Gir: Seen in Peril.

On the North German Lloyd Pier 2 there were 125 longshoremen at work. They became panic stricken and not more than a score of them saved themselves by running up the pier to the street. The others jumped into the An express wagon was on this pier and th

driver had a little girl on the seat with him. His horse was headed toward the end of the pier when the fire cut them off. The drive

when the fire cut them off. The driver tried to turn his horse toward the street, but failed. The expresyman and the little girl were soon lost to sight in the clouds of smoke and last right they were among the many unknown and unaccounted for.

Twelve persons who were picked up in the water at various places were taken to Naegeli's Hotel. Among them was Purser Cliff of the Kaiser Wilhelm der Grosse. He iumped from his boat when the fire came and swam to the Hamburg-American Line pier, where he was lifted to the dock by a fireman. Another one of the twelve was J. H. A. Faikers, a merobant of San Francisco. He intends to sail for Europe next week and was on the Main visiting a riend when the alarm came. He slid down a rope into the water and was ricked up. His hands and arms were burned, but not seriously. All of the twelve received the attention of a physician summoned by the manager of the hotel.

NO GUESSES FROM AGENT SCHWAB About Loss of Life or Property-No Marine

Insurance-Big Kaiser to Sall on Time. Gustav H. Schwab, agent of the North German Lloyd Line, was at his home at 31 West Forty-seventh street when he received word of the fire about 5 o'clock. He went immediately to the downtown office of the North German Lloyd Line at 5 Broadway, where he set a staff of clerks to work in getting all obtainable information concerning how matters stood, and cabled the main office of the company at Bremen. He used the telephone constantly until 7 o'clock, when he left for a trip to the Kaiser Wilhelm der Grosse, which was then lying off Fiftieth street, near the middle of the river. He had a conversation with Vernon H. Brown, agent of the Cunard Line, of whom he asked the privilege of docking the Kaiser Wilhelm at one of the Cunard piers. This request was granted and Mr. Schwab then re turned to the Broadway office. "The Kaiser Wilhelm der Grosse is uninjured.

he said. "except that her starboard boats are destroyed and the glass in the portholes along that side is cracked. The paint along that side is also scorched. Upon my trip to her from which I have just returned I heard that a number of men had jumped on board her from the burning piers and that many had been pulled from the water. I had no further particulars I do not know whether the fire caught from a bale of cotton on our piers, but I know that it spread at such an astonishing rate that many were cut off from reaching the shore. The Kaiser Wilhelm was the first vessel to be pulled from the dock by a number of small tugs. They took her to the middle of the river and there she got up steam and went by the aid of her own engines to the foot of Fiftieth She will be taken to the Cunard Pler 52 to morrow morning and will sail on her scheduled

"The spread of the fire was so rapid that the Main could not be moved from her moorings and when I passed her she was beiching

G-13" BROADWAY G'30"

500 Fulton St., B'klyn.

stanch in the thick clouds of smoke which the wind now and then swept aside enough to disclose them as they stood. The Bremen was pulled out into the river by a number of tugs and is now off the Weehawken flats, the fire having almost, if not quite, burned out. The Saale is off Communipaw. "I do not know how many persons were on

board the vessels at the time the fire broke out," said Mr. Schwab in response to a question. "I have been unable to get any figures. I have not mustered the men and do not know how many of them are missing. They will be mustered soon, but I do not know just when. shall be here all night and hope soon to get things running smoothly enough to make out a programme for future doings. The vessels carried no marine insurance, the company underwriting them itself.

"This was the second trip of the Main." said ne. "She was built by Blohm & Voss of Hamburg, and is a freight steamer with cabin accommodations for about three hundred. She was launched last December, is 520 feet long and has a freight capacity of 10,000 tons. . She s not a fast boat, her average speed being 13 knots an hour. The Main was chartered by the Christian Endeavorers and was to have tion in London, with 300 on board. The Bremen was to have sailed on July 5. She reached this port last Monday afternoon. The Saale was to take a party of Christian Endeavor young people from Boston next Tuesday. She is an old vessel and was built in '87 by the Fairfield Shipbuilding Company at Glasgow, Scotland. She was built to carry 175 first cabin 135 in the second cabin, in addition to from 800 to 1,000 in the steerage. She was in command of Capt. J. Mirow. The commander of the Kaiser Wilhelm is H. Englebart. Commander Petermann is in charge of the Main and on the Bremen is Commander R. Nierich. I do not know the complement of officers and men the vessels had, but as a rough guess would say 250 each for the Main and Saale. 300 for the Bremen and 450 for the Kaiser Wilhelm. How many of these were on board. how many were saved or how many lost I have no means of ascertaining just now. I would not even hazard a guess as to the value of the property burning, or of the vessels themselves. The control and management of the company's property is vested in the Bremen office." At this time Mr. Schwab had not heard from the

GOVERNORS ISLAND SET AFIRE.

A Blazing Coal Boat Drifts Down on It-Gen Brooke's Soldiers Great Firemen. Three boats that floated down the rive from Hoboken seriously threatened Governor Island. One of them, a huge cotton lighter which was blazing furiously, got aground o the rocks near the ordnance house. Anothe also a cotton lighter, got ashore in Buttermil channel. The third, which was a big can boat, filled with coal, was the one which cause

the greatest danger to the island. This canal boat came within reaching d tance of the pier at which the Gen. Hancoc was simply a mass of flames and when it bang into the pier the wood of the building was so ablaze. Governors Island has its own department, consisting of an engine, a ho and ladder truck, hose wagons and a buc brigade. Fully 200 infantrymen belong this department. Many of them were asl, in their bunks, off duty. When the al sounded they rushed to the dock at once. Capt. Paxton of the Fifteenth Infan who is the fire marshal, was there ahea. them. He shouted to the men that there danger of an explosion, as the small should be dook was filled with cartridges. near the dock was filled with cartridges powder. Gen. Brooke was also on promptly. He ordered Capt. Feeney of Gen. Hancock to cease making trips with ferryboat for the time being and help to

There are six fire streams on the Gen

CHANGE IN FOOD

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